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Governments
Publications

SEATON

in the Town of Pickering

Summary
Supporting Documentation
for
Official Plan Amendment
Regional Municipality
of Durham



Ontario

Ontario Land Corporation

Metric Conversions

Throughout the report data is given in both metric (SI) and Imperial Units.

To aid the reader, the following is a table of equivalents for the most common units to two decimal places.

1 metre	=	3.28 feet
1 square metre	=	1.20 square yard
1 square metre	=	10.76 square feet
1 cubic metre	=	0.81 x 10 ⁻³ acre feet
1 kilometre	=	0.62 miles
1 square kilometre	=	0.39 square miles
1 hectare	=	2.47 acres

Preface

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This report summarizes the plan for Seaton, a new community project to be undertaken by the Ontario Land Corporation on a 2,800 hectare (7,000 acre) site in the Town of Pickering. It contains proposals for the development of an urban community of 75,000-90,000 people and sets out the general principles for development and the broad pattern this development will take during the next 25 to 30 years.

Planning Seaton has been an exciting challenge. Sensitive development of this new community will not only bring houses and related facilities into the area, but it will provide opportunities for the residents to pursue unique and individual lifestyles.

Within this planning framework changes are likely to occur. To ensure that shifts in public attitudes and priorities are reflected in on-going planning, monitoring and evaluation will be an integral part of the development process. Nevertheless, the proposals have been formulated with a reasonable degree of confidence that the basic principles will remain sound and workable.

The Seaton Community is now designated as a Major Urban Area for 90,000 people in the Official Plan of the Regional Municipality of Durham. The next step in obtaining planning approvals from the Region and the Town of Pickering is for the Ontario Land Corporation to make application for an amendment to the Regional Official Plan to set out the land uses and transportation network for Seaton. This report is a summary of a larger report that has been prepared by the Corporation's consultants, Marshall Macklin Monaghan Limited, in support of that application.



Summary of the Plan

The essence of Seaton is the development of a comprehensively planned urban community to achieve a balance of housing, employment and social facilities. The North Pickering Planning Area is divided into three areas:

- The Urban Community (Seaton) on the east side of the West Duffin Creek consists of approximately 2,800 hectares (7,000 acres). This is the area which is the subject of the amendment.
- An Agricultural Community Area to the west on approximately 4,200 hectares (10,400 acres).
- An Open Space System of approximately 3,200 hectares (8,000 acres) including agricultural, recreational and compatible uses along the south and west.

The following is a summary of the main features of the plan for the Seaton Urban Community which is illustrated in the Generalized Land Use Plan.

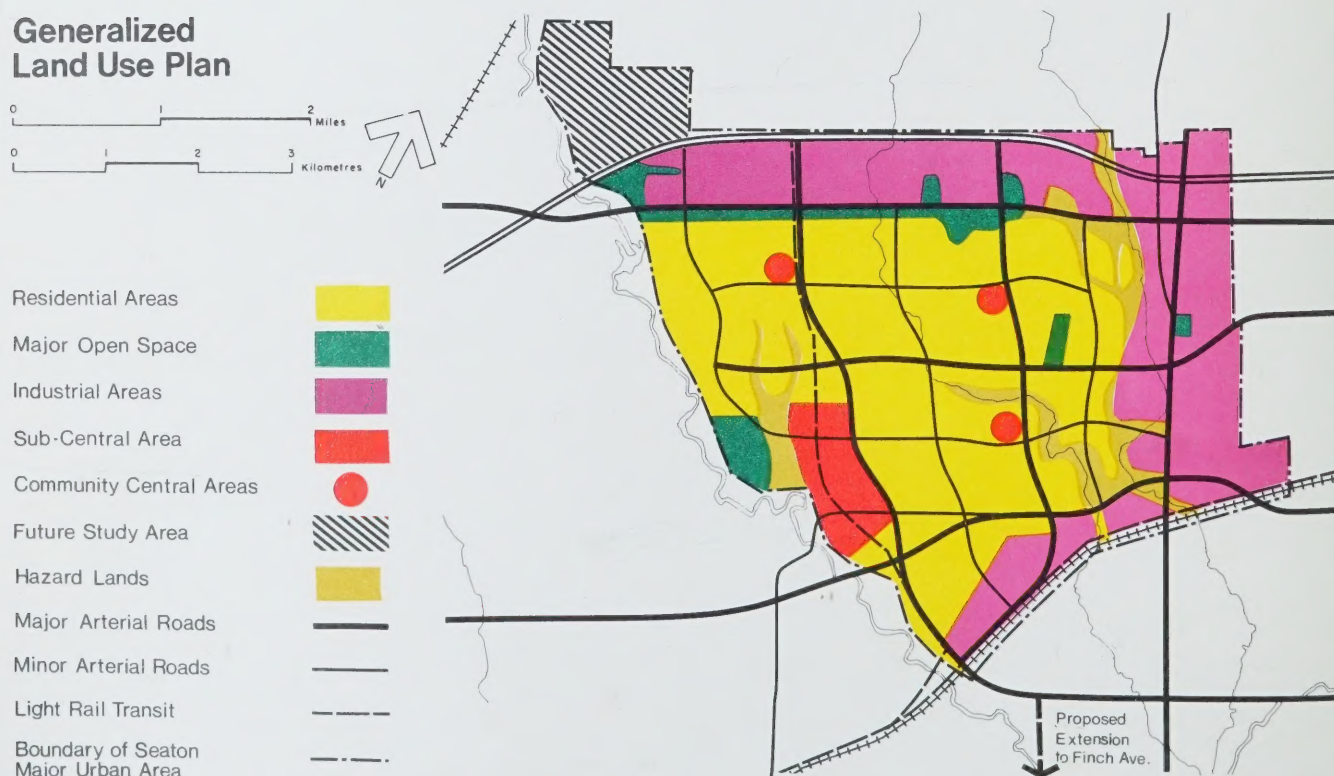
Population

75,000-90,000 persons.

Density

Approximately 28 dwelling units per net hectare (11 dwelling units per net acre) resulting in an average residential density of 83 persons per hectare (33 persons per acre).

Generalized Land Use Plan



Employment

723 hectares (1,790 acres) of land will be set aside for industry to generate approximately 21,000 industrial jobs. In addition, approximately 10,500 service and retail jobs are proposed to match the employment needs of the population.

Sub-Central Area

A Sub-Central Area of 180-205 hectares (450-500 acres) is proposed on the eastern rim of the West Duffin Creek Valley. Major components will include: shopping facilities, a regional transit interchange, hotel, offices, entertainment, housing for approximately 7,000 persons and major recreational and cultural facilities.

Community Central Areas

Three community central areas each serving the day-to-day needs of 18,000 to 20,000 people will be established. Each is planned to accommodate such facilities such as a supermarket and convenience shops, a day care centre, community health clinic, and a church campus complex.

Neighbourhoods

The basic residential component in the urban community is the neighbourhood of approximately 50 hectares (125 acres) to accommodate 4,500 to 5,000 persons. There are 15 neighbourhoods in the Seaton Community.

Housing

Approximately 26,000 dwelling units are planned. The type and range of housing to be provided will meet the needs of people with a wide range of ages, preferences, lifestyles and economic circumstances.

Social Infrastructure

The plan will provide sites for comprehensive community facilities based on variety, choice, access, flexibility and opportunities for social enrichment.

Roads

The urban road system is structured upon a basic grid of 1 kilometre (approximately 6 miles) spacing. Major and minor arterials are alternated within the grid.

Regional Transportation

The Ministry of Transportation and Communications is studying Highway #407, the East Metro Transportation Corridor and an improved Highway #7. The primary function of these roads is to direct through traffic around the periphery of the site.

Regional Transit

A right of way for a future regional transit line will be provided for within the new community.

Local Transit

A bus service is recommended to respond to local transit needs, based on the principle of decreasing reliance on private automobiles by offering an efficient alternative.

Environment and Open Space

The plan incorporates a comprehensive, interlocking network of open spaces to connect all recreational areas by a vehicle-free pathway system.

Phasing

Implementation is now planned in four stages:

Stage	Population by Stage	Cumulative Population	Approximate Timing
1	16,000	16,000	1982-1988
2	14,000	30,000	1989-1994
3	10,000	40,000	1995-1997
4	38,000	78,000*	1998-2008

* This may range between 75,000 and 90,000 depending on future housing demand.

Regional Location



Background

The Toronto-Centred Region Concept

On May 5, 1970, the Government of Ontario released "Design for Development: The Toronto-Centred Region". It defined an 8,600 square mile area extending from Hamilton/Brantford in the west to the Georgian Bay area in the north, and beyond Port Hope/Cobourg in the east.

Development of four new communities east of Toronto was proposed in a second tier north of the existing lakeshore communities. Cedarwood, with a projected population of 40,000 to 75,000 people, and Brock, with a population between 50,000 and 250,000, were to be developed northeast of Metro Toronto.

Seaton in the Toronto-Centred Region

On March 2, 1972, the Government of Ontario announced it would acquire the 10,000 hectare (25,200 acre) planning area north-east of Metropolitan Toronto. The announcement was made as part of a joint statement by the Governments of Ontario and Canada.



Toronto Centred Region Zone 1

The joint announcement was the result of several streams of activity at the provincial and federal levels. These included continuing work by the Province to initiate implementation of the Toronto Centred Region Concept, designed to structure growth in the region, and investigation by the Federal Government into the most appropriate location of a new Toronto International Airport.

As a result of the Federal Government's decision to proceed with an airport in Pickering, it was decided to combine the geographic area of Brock and Cedarwood into one community called North Pickering.

Initially it was proposed that the new community would have a population between 150,000 and 200,000 people by the turn of the century. However, as a result of subsequent studies and public dialogue, a revised approach was announced by the provincial Ministry of Housing in January, 1974. This required that the population of the urban community would be set as part of a participative planning process which subsequently resulted in a recommended population of 75-90,000 in an urban area of some 7,000 acres east of the west Duffin area. In addition, on the west and south periphery of the Planning Area, 3,200 hectares (8,000 acres) were set aside for an Open Space System. The existing rural settlements and hamlets would be preserved. The balance of the planning area was identified for agricultural uses.

The planning and growth projections for this new community recognize the postponement of the airport; however, the plan is sufficiently flexible to deal with additional growth related to the airport, should it proceed.

The new community was named Seaton in 1979, in honour of Lord Seaton, Sir John Colbourne, the Lieutenant-Governor of Upper Canada from 1828 to 1836.

Minister's Orders

Temporary Minister's Orders under the Planning Act were applied to provide development control throughout the entire North Pickering Planning Area until the principles and objectives of the Plan are incorporated in the Official Plans of the Municipalities having jurisdiction.

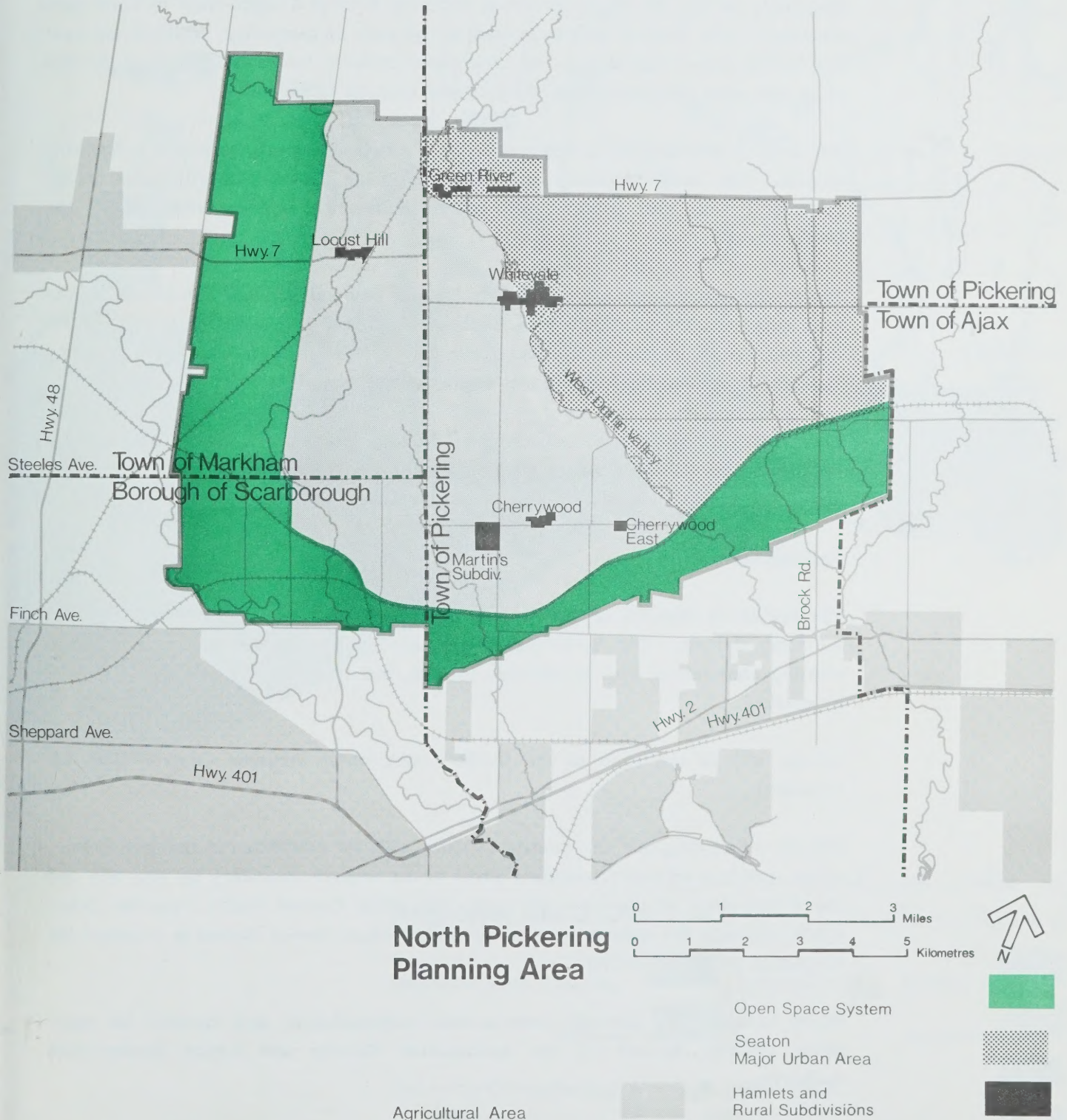
Public Involvement in Planning

A public planning process involving site residents, councils and staff in the municipalities within Durham Region, and special interest groups was initiated in 1973. The public response, which involved more than 1,200 citizens, together with the technical comments of provincial, municipal, federal and private agencies, was incorporated into the evaluation process.

The plan formulation process consisted of four major phases. The first consisted of technical investigations of the relevant social, economic and physical factors that would influence the plan. During the second phase, planning concepts illustrating alternatives ranging from 25,000 to 225,000 underwent public review, with a preference shown for a population between 65,000 and 85,000. Three Modified

Concept Plans, each locating the community within different areas of the Planning Area, were tested in the third phase; a preference for a location east of the West Duffin Creek was indicated. The final phase entailed the formulation of guidelines for the planning of the community.

These guidelines have been subject to continuous review in the past four years. Additional studies have been undertaken on the economics, transportation, environmental, storm water management and retailing aspects of the project. As a result, refinements have been made to the housing mix, road pattern, commercial structure, school system, greenspace, and industrial lands.



Development Base

This section deals with economic, physical, environmental and historic factors underlying the planning considerations for the new community.

North Pickering Planning Area

The topography is gently rolling and slopes gradually from northwest to southeast. One of the most dramatic elements is the West Duffin Creek valley which cuts diagonally across the North Pickering Planning Area in a north-west to south-east direction. The flattest land is located to the west of the valley, while to the east the terrain is more undulating. An escarpment crossing the southern part of the area in an east-west direction marks the old Lake Iroquois shoreline.

The area is well-drained and served by four catchment areas, each with a dominant stream. The most significant are the Little Rouge Creek, the tributaries of the Petticoat Creek, West Duffin Creek and its tributaries, and the tributaries of the Duffin Creek.

The earliest inhabitants were the early Ontario Iroquois Indians who arrived in the area between 1000 and 1300 A.D. Between 1400 and 1650 A.D., the late Ontario Iroquois settled in the Rouge and Little Rouge watersheds. After 1816, English, Scottish, Welsh and Irish immigrants settled in the area.

The hamlet of Whitevale, adjacent to Seaton, and structures along the 5th Concession east of this hamlet represent remarkable examples of village and rural life of 19th century Ontario. The planning for Seaton will recognize this fact.

Regional Services

The Province's Ministry of the Environment is presently developing a multi-regional servicing system. The York/Durham Sewage System will provide services to 12 existing communities from Woodbridge to Ajax, and from the Metro Toronto fringe to Newmarket.

Sewage will be conveyed to the Duffin Creek Water Pollution Control Plant for treatment.

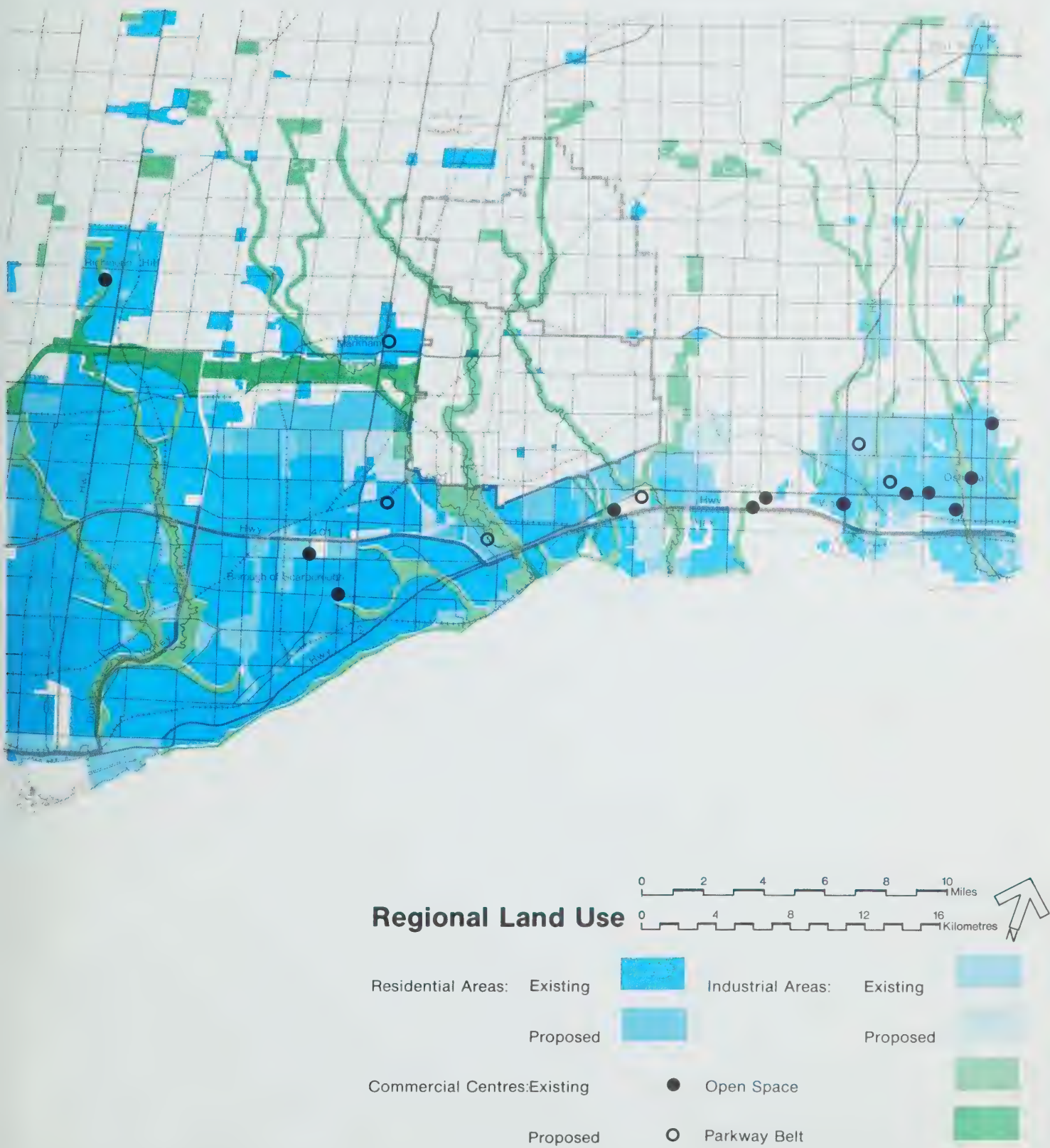
Present scheduling for the sewage systems calls for completion of the main trunk sewer from the proposed treatment plant to the western boundary by late 1979 and the initial stage of the plant by early 1980. The Central Duffin Collector Sewer which connects the community with the York/Durham Sewage System is proposed for completion in the fall of 1981.

Storm drainage has generally been a local responsibility, with controls for major water courses imposed by the Metropolitan Toronto and Region Conservation Authority.

Three transmission lines traverse the North Pickering area, connecting to the Cherrywood Transformer Station located in the southern part of the open space system. A new 500 kV hydro line has been proposed from Nanticoke on Lake Erie to the Cherrywood Transformer Station on the south boundary of the community.

Regional Land Use

The following plan shows the distribution of existing and potential land uses in the vicinity of the North Pickering Planning Area.



Regional Transportation

The main highway in the vicinity of the community is Highway 401 to the south which has recently been widened to six lanes. The other existing major roads include Highways 2 and 7 and Brock Road. Highway 7 and Brock Road are presently two lanes with provision for widening to four lanes in the future.

Two new freeways, Highway 407 and the East Metro Transportation Corridor, are being studied. They would serve the long-term regional and recreational transportation needs east and north of Metropolitan Toronto and relieve traffic pressures on Highway 401.

Both Canadian Pacific and Canadian National Railways maintain rail lines in the area.



Existing Controlled Access Facility

Proposed Controlled Access Facility

King's Highway

Major Metropolitan Toronto Arterial Road

Durham Region
(Durham Region Transportation
Study October, 1976)

Type A - Arterial Roads

Type B-Arterial Roads



Employment

Seaton must be a community in which residents may conveniently choose to both live and work. To achieve this goal it will be necessary to balance the number of jobs with the size of the labour force and provide a wide range of job opportunities in office, professional and industrial employment for the future residents.

Based on experience elsewhere, an estimate has been made that 76% of the working age population would participate in the work force. As a result, a population of 75,000 would generate an active labour force of 31,500 persons.

Studies of manufacturing indicate that Seaton's location offers definite advantages. Seaton falls within Metro Toronto's industrial market area. Given present trends, the total supply of industrial land likely to be available in the new community is equal to approximately two year's demand in the Toronto area.

The expected profile of employment by occupation indicates that manufacturing, at 30%, will be the largest single segment of the Seaton employment profile at full development.

While balancing the number of jobs with the size of the resident labour force appears to be attainable, providing a wide range of job opportunities will be difficult. Primarily, this is due to the traditional concentration of office, technical and professional employment (a major component of service employment) in downtown Toronto.

However, a definite potential exists for some of the large office users to consider transferring part of their functions to peripheral sites. The potential for a peripheral location appears to be greatest with newly established or diversifying firms.

Possible candidates are insurance companies, data processing systems, research and development establishments, branches of international firms, regional sales offices, and some government functions.

Urban Design

An Approach to the Urban Plan

It is impossible to plan a community that precisely matches the intricate and varied needs of the population because human relationships are too complex and changing. Therefore, Seaton has been developed on the principles of convenience and choice to allow flexibility and variety in its long-range implementation.

The objective of providing choice can best be met by providing a high degree of access for residents in reaching employment centres, shopping facilities and services. This implies a strong relationship between residential distribution, the locations of jobs, shopping and social facilities, and the design of the roads, public transportation and pedestrian network.

Neighbourhoods

These primarily residential areas will house approximately 4,500 to 5,000 people. They will be bounded by arterial roads and cover approximately one square kilometre.

Each neighbourhood is planned to contain an elementary school and day care centre (probably adjacent to a local park). They will be served by a pedestrian walkway system.

In addition there will be a convenience or corner store located on a minor arterial road, where it intersects with the pedestrian walkway system, to serve each pair of neighbourhoods. These shops will have 1,000 sq. metres (10,000 sq.ft.) of floor space on .2 hectare (.5 acre).

Community Central Areas

Community Central Areas are one of the most significant elements of the community structure proposed for Seaton. They are designed to be the focal point for many of the day-to-day needs of the approximately 20,000 people they serve. These centres will be located at the intersections of major and minor arterial roads, and will have high access to both through and local traffic.

The centres will also be accessible from pedestrian walkways, enabling residents to easily reach a centre.

Each community centre could contain facilities such as a supermarket and convenience stores, community health clinic, business and social services, church complex, post office and police sub-station. Total retail space in each will be approximately 7,400 sq. metres (80,000 sq. ft.). The entire centre will cover approximately 6 hectares (15 acres).

Three Community Central Areas are required eventually to serve the urban area. The first will be developed near the end of stage one.

Sub-Central Area

The Sub-Central Area has been planned to accommodate the needs of the 75,000 to 90,000 residents. It is not a major regional centre, drawing from an area beyond the immediate urban community. Rather, it will be the focal point of Seaton, serving as a centre for business, civic, shopping, social and cultural activity. In the mature state, it will contain housing for approximately 7,000 persons.

The Sub-Central Area is located on the east bank of the West Duffin Creek, overlooking its valley. It will be accessible by a major north-south arterial road on the east side, and by major east-west arterial roads on the north and south. The local transit service will focus on the Sub-Central Area.

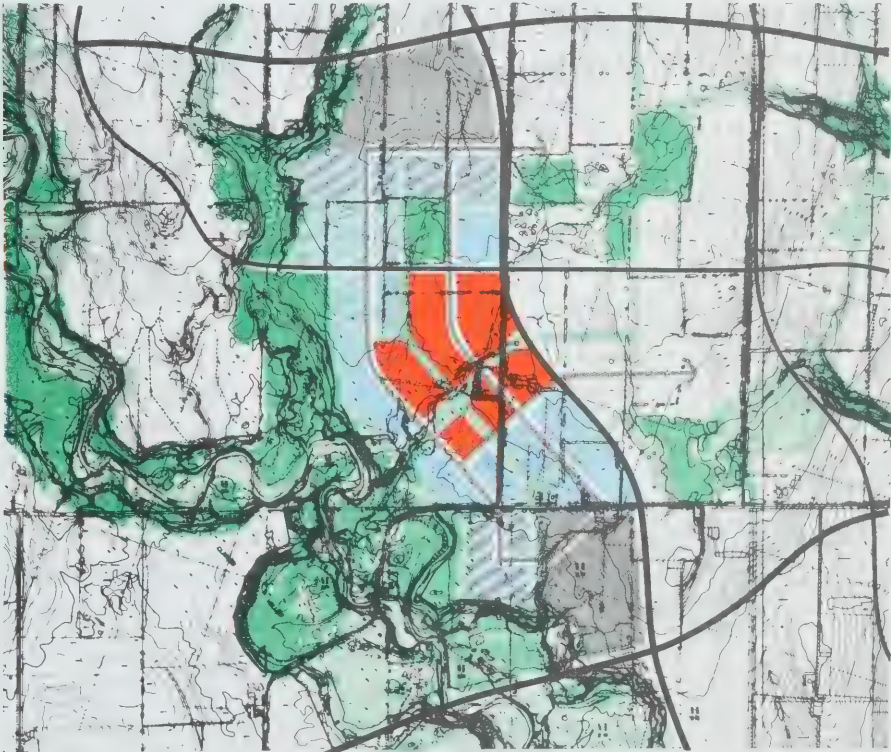
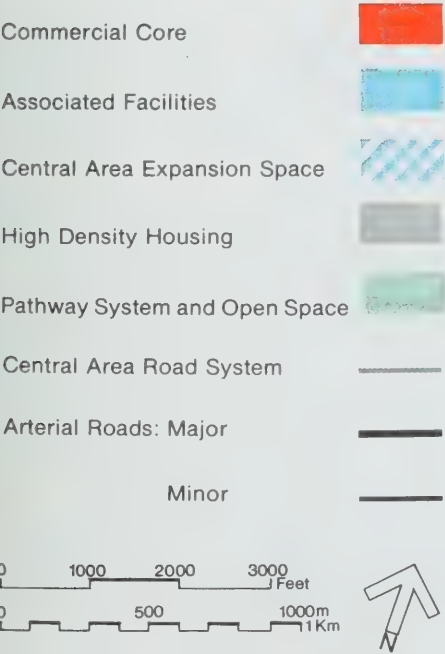
Industrial Zones

The major industrial zones lie along the northern and eastern boundaries of the community. In total these areas contain approximately 723 hectares (1,786 acres).

Part of the eastern industrial zone is located in an environmentally sensitive area. Industrial development, particularly in the sections of the eastern zone, should therefore be "custom tailored" to respect the environment.

It appears that the most flexible layout can be achieved by initially planning industrial areas to accommodate an arrangement of smaller lots which can be combined to provide larger lots as required.

Sub-Central Area
Land Use Distribution



Land Uses

The following table sets out the land uses for the urban community:

	<u>SEATON COMMUNITY</u>	
	<u>LAND USES</u>	
	<u>Area</u>	
	<u>Hectares</u>	<u>Acres</u>
Residential	940	2,324
Industrial	723	1,786
Commercial	75	185
Open Space	499	1,234
Transportation	354	874
Institutional	78	194
Future Study	173	428
	<hr/> 2,842	<hr/> 7,025

Internal Transportation

The planned transportation network provides a framework which joins homes, industry, shops, and social services while remaining flexible enough to adapt to future changes in travel requirements.

Roads

In assessing alternative road systems, particular attention was paid to the environmental impact, especially on the West Duffin Creek valley.

Potential traffic generated by housing areas at various densities and the distribution of the land uses was analyzed in relation to the capacity of alternative road networks. The pattern which best services the recommended distribution of the land uses in the community is a grid of four-lane roads spaced one kilometre apart.

The two kilometre (1.2 miles) grid of major arterials of 4-6 lanes encompasses areas housing 15,000 to 20,000 people. There will be limited access to these roads, and on-street parking will not be permitted. The major arterials provide connections to the community central areas and Sub-Central Area, as well as the surrounding region.

The minor arterials are located approximately midway between the major arterials, resulting in a grid system of one kilometre spacing.

Within each neighbourhood, collector roads distribute traffic from the arterial roads to the residential, commercial, institutional and industrial roadways. These roads will be designed during the detailed planning phase.

Public Transit

A bus system best meets the criteria for Seaton and can be put into effect quickly, provide flexible routing, and by sharing road space with cars requires a lower capital cost. The Town of Pickering has an excellent bus transportation system which can be readily extended to serve Seaton.

Internal Services

An important aspect of community design is the planning and provision of internal services - water, sewage, electricity and telecommunications. Studies have covered a broad range of potential servicing needs and methods for fulfilling them.

Water Supply and Distribution

The existing Pickering/Ajax regional water supply system will provide for the water requirements of the new community.

Major transmission and primary distribution mains will be routed along arterial roads and ground reservoirs and pumping stations will be located in parks or open space areas and landscaped for recreation use.

A secondary system of watermains will be provided on collector and local roads and looped frequently to the primary system to ensure adequate supplies to all section of the new community.

Sanitary Sewerage

The Central Duffin Collector sewer which will connect Seaton to the York/Durham trunk sewer will be provided by the Ministry of the Environment as one of the components of the York/Durham sewage service system.

From the terminating point of the Central Duffin Collector sewer, primary and local sewers will be extended upstream progressively as development proceeds so as to provide service to all parts of the urban area.

In several areas, such as in the vicinity of Whitevale and the south-east industrial area, sewage pumping stations will be required to lift the sewage from a low level gravity system to a higher system.

Storm Water Management

The development of land from the rural to urban state increases the quantity and rate of storm water run-off and decreases storm water quality.

A system of storm water management controls, including the provision of local and on-stream detention/retention storage areas, will be implemented throughout the urban area to improve the quality and to reduce the rate and quantity of local run-off from developed areas.

Telecommunications

Telecommunication systems within new communities are established and provided by the common carriers (Bell Canada, CN/ CP) and by the Cable Television industry.

Electrical Power Distribution

Seaton will take service from the Ontario Hydro 230 kV electrical power transmission network, located along the south boundary of the North Pickering Planning Area. Transformation will take place either at the Cherrywood transformer station or at new sub-stations to be developed on site.

Primary and secondary distribution of power will be provided through underground systems wherever possible.

Gas

Natural gas will be distributed as required in underground systems throughout Seaton by Consumers Gas Limited.

Recreation Lands

A continuous network of parkland, recreation areas and other forms of open space will link the main areas of activities. A system of pathways for pedestrians and cyclists will be provided in a manner similar to the road and transit routes. The valleys of the West Duffin Creek will form part of this network. A hiking trail has been built along the West Duffin Valley. East-west open space corridors will be developed to complement the valley lands. Where possible, water courses, wooded areas and other existing natural features will be retained and enhanced for open space uses.

Within the local housing areas there will be neighbourhood parks, often located adjacent to the elementary schools. They will cover about 3 hectares (8 acres) and be supplemented by tot lots, walkways and amenity areas.

Within each district served by a community central area, major community parks will be provided for intensive outdoor sports and recreational uses.

The Metropolitan Toronto and Region Conservation Authority have been considering construction of a dam on the West Duffin Creek as part of their flood control program. If MTRCA proceed with the dam, the location recommended is immediately south of Clarke's Hollow, approximately in line with the Lake Iroquois Escarpment. The lake created by the dam could be used for swimming, boating and fishing.

There are two 18-hole golf courses in the immediate area of the community: Whitevale and Seaton Golf Clubs.

Housing

Population Trends

Ontario will need 80,000 new dwellings a year until the mid-1980's, and 60,000 until the end of the next decade, according to latest projections. This level of demand reflects the continuing impact of the post-war "baby-boom" population bulge, which is still of sufficient magnitude to offset the decline in the birthrate which began in the mid-1960's. Another factor of increasing importance is the decline in average household size; this explains why areas with a relatively static population, such as Metropolitan Toronto, continue to have an increasing housing demand.

As Metropolitan Toronto "fills up", the housing demand which was previously satisfied within its boundaries is resulting in an over-spill of growth to the three surrounding regional municipalities. Durham Region, particularly in its western-most municipalities, is currently experiencing such an over-spill from Scarborough which is estimated to have vacant land remaining for only three more years of growth.

There is an increasing trend to population growth to the east of Metro, as evidenced by the fact that the ratio of housing starts between Peel and Durham Regions, which was in the order of almost 4:1 during 1971-74, was only 2:1 during 1976-78. Durham's share of total Metro Region growth increased from 17 to 28% between these two periods.

Household Type and Size

The new community must provide a diversity of residential environments, dwelling types and housing costs to meet a wide range of preferences and lifestyles of the society of today and tomorrow. Nevertheless, housing must also relate to demographic realities, existing and emerging, and to the employment characteristics of the community.

Density

An overall density target of 28 dwelling units per hectare (11 d.u./acre) has been selected to assist in attracting a diverse population to the new community. This will give an average residential density of 83 persons per hectare (33 persons/acre). The plan is sufficiently flexible to respond to changing market trends throughout the life of the community.

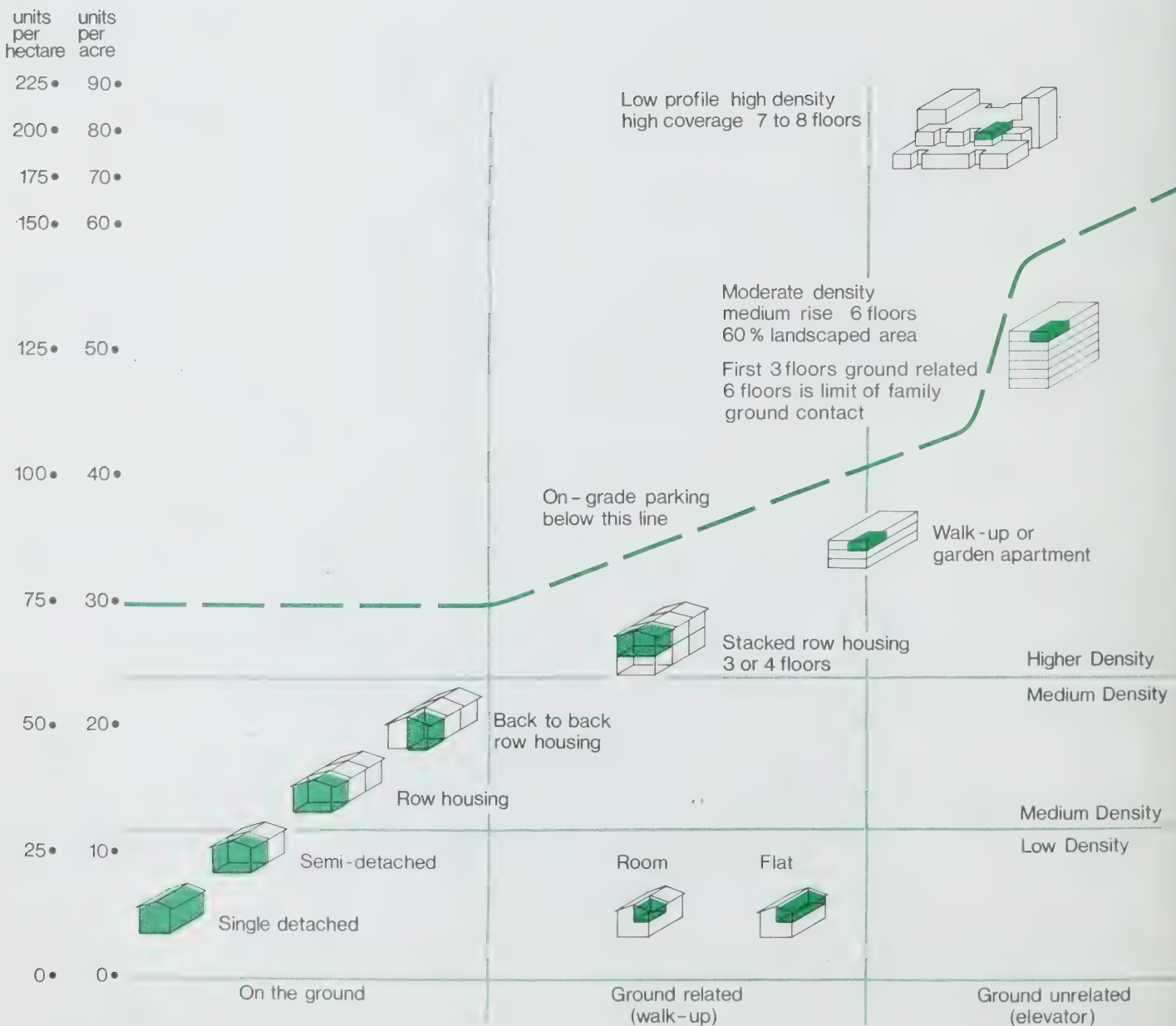
The overall distribution of residential densities proposed for Seaton follows directly from the general approach to community design, structure and accessibility. There are very positive benefits provided by a high level of accessibility to community facilities and services so that choice is maximized and convenience is not impaired. In this way changes in the patterns of community life, which inevitably will occur, may be adequately accommodated.

High Density Areas - 100 Dwelling Units/Hectare (40/Acre)

This residential environment would consist of 6 to 8 storey apartment blocks, although a mix of higher or lower building forms could be expected. Many of these structures will be located near, and will overlook, the main valley systems which contain broad expanses of natural open space. Depending on location, the open space may be natural or landscaped. The apartment blocks themselves may be totally integrated with retail and commercial service facilities, if this is appropriate.

The high density areas are located immediately adjacent to the three Community Central Areas and the Sub-Central Area where they have the highest level of accessibility to community facilities and services, the transportation network and public transit.

Housing Form Related to Density



Medium Density Areas - 37 Dwelling Units/Hectare (15/Acre))

These will consist mainly of street town houses or small scale 3-storey walk-up apartments. Although most of these units are ground-related, private space will, of necessity, be restricted; however, these units will be located with easy access to large areas of public open space.

These medium density areas would be distributed in two ways:

- In the form of an "outer ring" to the high density areas where they share locational advantages, though not to the same high degree.
- Adjacent to minor arterial roads which traditionally have been the focus of local community life. In recent times, these areas have been jeopardized by disruptive traffic volumes. With appropriate traffic planning these vital areas can be reinstituted.

Low Density Areas - 20 Dwelling Units/Hectare (8/Acre)

Because single-family housing will predominate, larger amounts of private open space are desirable. This is more important than close proximity to central areas.

Community Facilities

This plan recognizes that the residents of Seaton will require a broad range of social and recreational facilities. In addition, consideration has been given in the planning of educational facilities to the requirements for different types of schools and to the growing demand for formal life-long learning opportunities.

Elementary Schools

Wherever possible, elementary schools will be located so they are easily and safely accessible to children and convenient for community uses. Generally, they will be located in the interior of neighbourhoods and accessible without crossing major roads.

Secondary Schools

Secondary schools will draw on larger areas of the community and, therefore, will require good access by public and private transport. Because secondary schools afford many opportunities for community-wide use, they will be located centrally.

Child Care Programs

Sites will be planned for full day care, part day care, after-school programs and programs for children with special needs in scattered, smaller centres. It is expected that some of them would integrate a number of programs, while others would specialize.

Information Services

An information centre will provide facts on social resources and facilities. Community libraries, with links to others including the regional library system, should generate a range of programs. The main library and the community information centre will require central locations. Sites for branch libraries will be located in community central areas.

Recreation Programs and Facilities

Residents will need a broad range of options for recreation and leisure. These can be provided through current Town of Pickering community programs, as well as through school, church, health, library and day care programs. At this time, emphasis is placed on allocating sufficient space to allow for basic facilities at the outset of the community's development.

Churches

The new community will require opportunities for religious worship, congregational activities, religious education, spiritual guidance and counselling.

Approximate locations of church sites, campuses and individual churches have been determined, including common facilities at which different churches would share resources. Campuses will be located within community central areas and the Sub-Central area.

Health Care

Locations for medical and allied services will be provided in community health clinics in community and Sub-Central areas.

Other Facilities

Other facilities, such as those for child care, legal and correctional services, and child and family services, financial assistance, employment programs and information services, will be included as part of the central areas or residential areas, as appropriate.

Urban Phasing

The implementation of the plan for the urban community has been structured into four development stages based on increments of 10,000 to 38,000 people.

The proposed implementation schedule has been staged over 25 to 30 years as shown on the Staging Plan:

<u>Stage</u>	<u>Population by Stage</u>	<u>Cumulative Population</u>	<u>Approximate Timing</u>
1	16,000	16,000	1982-1988
2	14,000	30,000	1989-1994
3	10,000	40,000	1995-1997
4	38,000	78,000	1998-2008

Stage One

The first stage of development is based on a community central area in the south-east corner of Seaton and with industry located on both sides of Brock Road and south Taunton Road. This location was chosen because Brock Road and the CPR Belleville Line already provide access and service. This area will also be the first to receive water and sewer services from the York/Durham Water and Sewage System.

This area, containing tributaries of the Duffin Creek, is attractive for housing. Approximately 50% of the housing will be low density, 35% medium density, with 15% higher density, with a total of approximately 6,000 units.

Efforts will be made to establish sufficient job opportunities for the new residents as soon as possible. The industrial land to be developed in this stage covers about 250 hectares (600 acres). Industrial employment will reach a level of 6,000 - 7,000 jobs.

Stage Two

The second stage will expand the urban community to the north and west, almost doubling the population and adding a second community central area. An additional 105 hectares (255 acres) of industrial land will be added in this stage, in the vicinity of Brock Road.

Additional regional accessibility will be gained to the north, west and south by the extension of internal roads to connect with the Provincial and Regional road network.

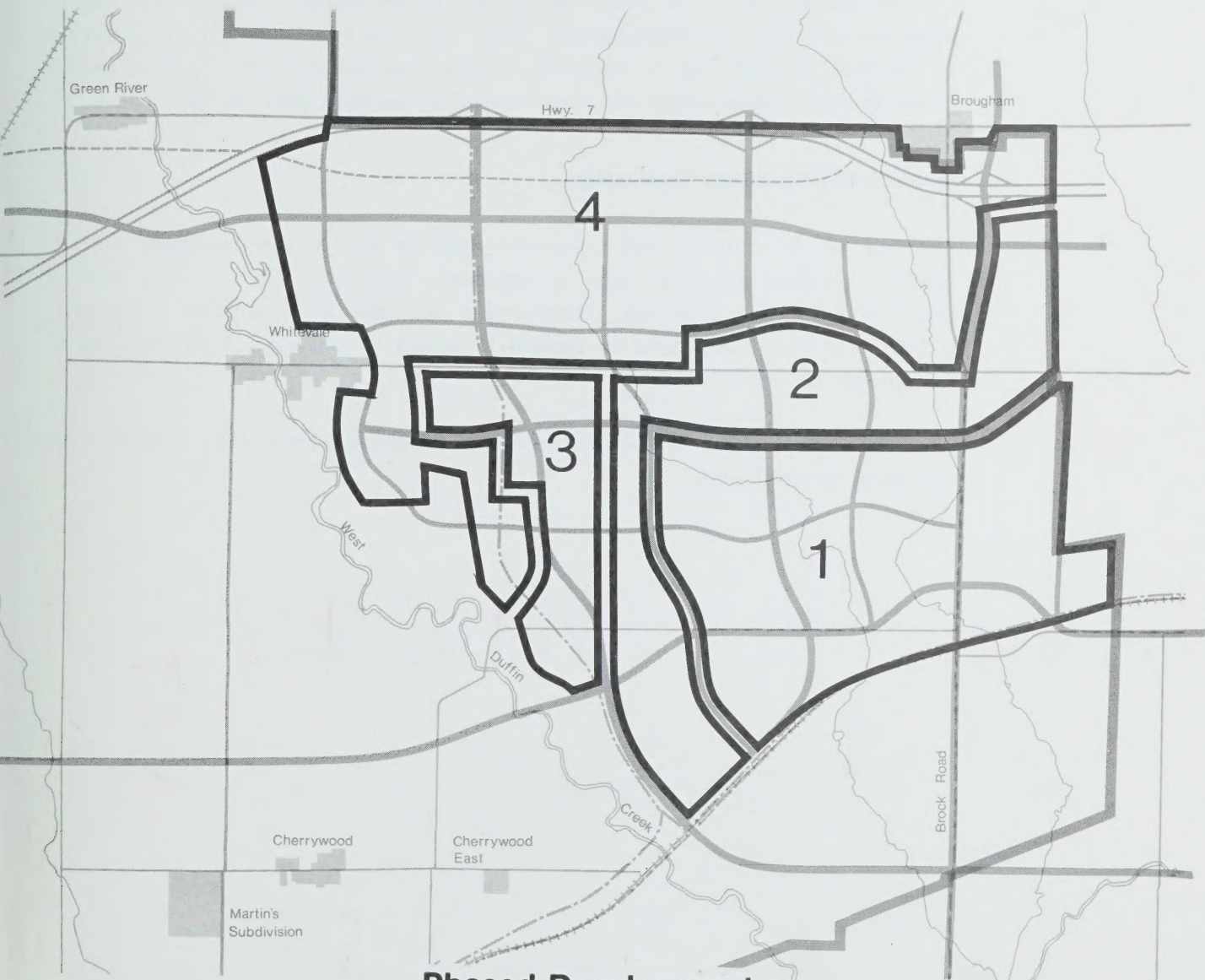
Stage Three

In this stage the population will reach 40,000. With the exception of industry, all development will be located south of Whitevale Road (5th Concession). Commencement of development of the Sub-Central Area will occur during this stage.

The basic road network will be expanded, including widenings of major internal arterials and further connections with the Provincial and Regional road networks. It is expected that a community public transit system will become viable at this time.

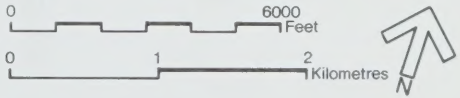
Stage Four

By development of the housing areas north of Whitevale Road, the population of the urban community will reach the mature population level of 75,000-90,000. There will be a full range of housing types and one new community central area constructed during this stage. Higher density housing development around community central areas in earlier stages will be completed. The Sub-Central Area will reach full development with a complete range of shopping, institutional and entertainment uses, offices and high density housing. The remaining industrial area will be developed during this stage.



Phased Development

	Population (Cumulative)	Completion by
Stage 1	(16,000)	1982-1988
Stage 2	(30,000)	1989-1994
Stage 3	(40,000)	1995-1997
Stage 4	(78,000)	1998-2008



The Planning Approval Process

Seaton is now designated as a Major Urban Area in the Official Plan of the Regional Municipality of Durham. The Ontario Land Corporation has submitted an application to amend the Regional Official Plan by detailing the general land use pattern, transportation network, and internal population distribution for the community.

This application will be circulated by the Region to the Town of Pickering and to all of the local, regional, provincial and federal agencies with relevant planning jurisdiction. During this process the public will have an opportunity to express its views. Once approved by the Town and Regional Councils, the amendment will be submitted to the Ministry of Housing for final approval.

The amendment will set in place the procedures for dealing with the more detailed plans for each stage of development. These Plans for Development will be submitted to the Town of Pickering for approval, in close consultation with Region of Durham technical staff. Development will then proceed by means of plans of subdivision.

Developer (O.L.C.)/Builder Relationship

The role of the Ontario Land Corporation will be that of the developer, i.e. to produce serviced land for sale to merchant builders. The builders will be responsible for the financing, construction and sale of the houses. However, O.L.C. will retain architectural control to ensure a consistent high standard of design over the whole community.

A similar approach will be followed in the development and sale of commercial and industrial serviced lands.

